

Nobby Suits

To Order!

JOHNS & THOMPSON,
(Successors to Hamblet & Swartz)

Merchant Tailors,

Feel confident that we can give satisfaction in both cut and make up.

W. A. Thompson, a cutter with

forty years' experience, will do the cutting.

We respectfully ask the people of Reynoldsville to give us a call before ordering elsewhere.

Johns & Thompson.

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

TIME TABLE.

On and after January 1, 1899, passenger trains will arrive and depart from Falls Creek station, daily, except Sunday, as follows:

DEPART.
For DuBois, Big Run and Punxsutawney, 10:42 a. m., 1:30, 3:55, 8:00 p. m.
For DuBois, Curwensville and Clearfield, 7:25 a. m., 1:40, 5:05 p. m.
For Ridgway, Bradford and Rochester, 7:15 a. m., 1:30, 3:55, 8:00 p. m.
For Ridgway, Bradford and Buffalo, 1:15 p. m. For Reynoldsville, 10:25 a. m., 4:17 p. m.

ARRIVE.
From Punxsutawney, Big Run and DuBois, 7:40, 10:11 a. m., 1:15, 4:12 p. m.
From Clearfield, Curwensville and DuBois, 10:25 a. m., 12:45, 4:17, 7:51 p. m.
From Buffalo, Rochester, Bradford and Ridgway, 3:55 p. m.
From Bradford and Ridgway, 10:12 a. m., 3:55 p. m.
From Reynoldsville, 1:15, 5:02 p. m.

Passengers are requested to purchase tickets before entering the cars. An excess charge of Ten Cents will be collected by conductors when fares are paid on trains from all stations where a ticket office is maintained. Thousand mile tickets good for passage over any portion of the B. & P. Philadelphia and Erie railroads are on sale at two (2) cents per mile.

For tickets, time tables and full information apply to E. C. DAVIS, Agent, Reynoldsville, Pa. E. C. LAPEY, Gen. Pass. Agent, Rochester, N. Y.

PENNSYLVANIA RAILROAD.

Philadelphia & Erie Railroad Division.

In effect May 21, 1899. Trains leave Driftwood as follows:

EASTWARD.
9:03 a. m.—Train 6, weekdays, for Sunbury, Wilkesboro, Hazleton, Pottsville, Scranton, Harrisburg and the intermediate stations, arriving at Philadelphia 6:23 p. m., New York, 8:30 p. m.; Baltimore, 6:30 p. m.; Washington, 7:15 p. m. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

4:03 p. m.—Train 6, weekdays, for Harrisburg and intermediate stations, arriving at Philadelphia 4:25 a. m.; New York, 7:25 a. m.; Baltimore, 2:30 a. m.; Washington, 4:55 a. m. Pullman sleeping car from Harrisburg to Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7:30 a. m.

10:15 p. m.—Train 4, daily for Sunbury, Harrisburg and intermediate stations, arriving at Philadelphia 6:52 a. m.; New York, 9:38 a. m.; Baltimore, 6:35 a. m.; Washington, 7:45 a. m. Pullman sleepers from Erie and Williamsport to Philadelphia and Williamsport to Washington. Passenger coaches from Philadelphia and Williamsport to Baltimore and Washington will be transferred into Washington sleeper at Williamsport. Passengers touching at Philadelphia and Williamsport to Baltimore and Washington.

WESTWARD.
4:28 a. m.—Train 9, weekdays, for Erie, Ridgway, DuBois, Clearmont and principal intermediate stations.
9:24 a. m.—Train 1, daily for Erie and intermediate points.
5:42 p. m.—Train 15, weekdays for Kane and intermediate stations.

THROUGH TRAINS FOR DRIFTWOOD FROM THE EAST AND SOUTH.
TRAIN 5 leaves New York 5:55 p. m.; Philadelphia 8:50 p. m.; Washington 7:29 p. m.; Baltimore 8:40 p. m., arriving at Driftwood 4:38 a. m., weekdays, with Pullman sleepers and passenger coaches from Philadelphia to Erie and Washington and Baltimore to Williamsport.

TRAIN 3 leaves New York at 7:35 p. m.; Philadelphia 11:29 p. m.; Washington 10:40 p. m.; Baltimore, 11:55 p. m.; daily arriving at Driftwood at 8:44 a. m. Pullman sleeping car from Philadelphia and Washington through passenger coaches from Philadelphia to Erie and Baltimore to Williamsport. On Sundays only Pullman sleeper Philadelphia to Erie.

TRAIN 15 leaves Philadelphia 8:40 a. m.; Washington, 7:35 a. m.; Baltimore, 8:55 a. m.; Wilkesboro, 10:25 a. m.; weekdays, arriving at Driftwood at 8:42 a. m. with Pullman Parlor car from Philadelphia to Williamsport and passenger coaches to Kane.

Connections via Johnsonburg R. R. and Ridgway & Clearfield R. R.

a. m.	WEEKDAYS.	p. m.	
10:45	Ar	Clermont Lv	10:55
10:55	Ar	Woodvale Lv	11:05
11:05	Ar	Quinwood Lv	11:15
11:15	Ar	Smith's Run Lv	11:25
11:25	Ar	Instanter Lv	11:35
11:35	Ar	Strait Lv	11:45
11:45	Ar	Glen Hazel Lv	11:55
11:55	Ar	Bendigo Lv	12:05
12:05	Ar	Johnsonburg Lv	12:15
12:15	Ar	Ridgway Lv	12:25
7:15	a. m.	Ridgway Lv	7:30
7:30	a. m.	Island Run Lv	7:45
7:45	a. m.	Carron Transfer Lv	7:55
8:00	a. m.	Croyland Lv	8:15
8:15	a. m.	Shorts Mills Lv	8:30
8:30	a. m.	Blue Rock Lv	8:45
8:45	a. m.	Carry Lv	9:00
8:55	a. m.	Brookville Lv	9:10
9:00	a. m.	Lanes Mills Lv	9:15
9:15	a. m.	McMinn Summit Lv	9:25
9:25	a. m.	Harveys Run Lv	9:35
9:35	a. m.	Falls Creek Lv	9:45
9:45	a. m.	Lakota Lv	9:55
9:55	a. m.	Falls Creek Lv	10:05
10:05	a. m.	Reynoldsville Lv	10:15
10:15	a. m.	Brookville Lv	10:25
10:25	a. m.	New Bethlehem Lv	10:35
10:35	a. m.	Red Bank Lv	10:45
10:45	a. m.	Pittsburg Lv	10:55
1:00	a. m.	Pittsburg Lv	1:10
1:10	a. m.	Pittsburg Lv	1:20
1:20	a. m.	Pittsburg Lv	1:30
1:30	a. m.	Pittsburg Lv	1:40
1:40	a. m.	Pittsburg Lv	1:50
1:50	a. m.	Pittsburg Lv	2:00
2:00	a. m.	Pittsburg Lv	2:10
2:10	a. m.	Pittsburg Lv	2:20
2:20	a. m.	Pittsburg Lv	2:30
2:30	a. m.	Pittsburg Lv	2:40
2:40	a. m.	Pittsburg Lv	2:50
2:50	a. m.	Pittsburg Lv	3:00
3:00	a. m.	Pittsburg Lv	3:10
3:10	a. m.	Pittsburg Lv	3:20
3:20	a. m.	Pittsburg Lv	3:30
3:30	a. m.	Pittsburg Lv	3:40
3:40	a. m.	Pittsburg Lv	3:50
3:50	a. m.	Pittsburg Lv	4:00
4:00	a. m.	Pittsburg Lv	4:10
4:10	a. m.	Pittsburg Lv	4:20
4:20	a. m.	Pittsburg Lv	4:30
4:30	a. m.	Pittsburg Lv	4:40
4:40	a. m.	Pittsburg Lv	4:50
4:50	a. m.	Pittsburg Lv	5:00
5:00	a. m.	Pittsburg Lv	5:10
5:10	a. m.	Pittsburg Lv	5:20
5:20	a. m.	Pittsburg Lv	5:30
5:30	a. m.	Pittsburg Lv	5:40
5:40	a. m.	Pittsburg Lv	5:50
5:50	a. m.	Pittsburg Lv	6:00
6:00	a. m.	Pittsburg Lv	6:10
6:10	a. m.	Pittsburg Lv	6:20
6:20	a. m.	Pittsburg Lv	6:30
6:30	a. m.	Pittsburg Lv	6:40
6:40	a. m.	Pittsburg Lv	6:50
6:50	a. m.	Pittsburg Lv	7:00
7:00	a. m.	Pittsburg Lv	7:10
7:10	a. m.	Pittsburg Lv	7:20
7:20	a. m.	Pittsburg Lv	7:30
7:30	a. m.	Pittsburg Lv	7:40
7:40	a. m.	Pittsburg Lv	7:50
7:50	a. m.	Pittsburg Lv	8:00
8:00	a. m.	Pittsburg Lv	8:10
8:10	a. m.	Pittsburg Lv	8:20
8:20	a. m.	Pittsburg Lv	8:30
8:30	a. m.	Pittsburg Lv	8:40
8:40	a. m.	Pittsburg Lv	8:50
8:50	a. m.	Pittsburg Lv	9:00
9:00	a. m.	Pittsburg Lv	9:10
9:10	a. m.	Pittsburg Lv	9:20
9:20	a. m.	Pittsburg Lv	9:30
9:30	a. m.	Pittsburg Lv	9:40
9:40	a. m.	Pittsburg Lv	9:50
9:50	a. m.	Pittsburg Lv	10:00
10:00	a. m.	Pittsburg Lv	10:10
10:10	a. m.	Pittsburg Lv	10:20
10:20	a. m.	Pittsburg Lv	10:30
10:30	a. m.	Pittsburg Lv	10:40
10:40	a. m.	Pittsburg Lv	10:50
10:50	a. m.	Pittsburg Lv	11:00
11:00	a. m.	Pittsburg Lv	11:10
11:10	a. m.	Pittsburg Lv	11:20
11:20	a. m.	Pittsburg Lv	11:30
11:30	a. m.	Pittsburg Lv	11:40
11:40	a. m.	Pittsburg Lv	11:50
11:50	a. m.	Pittsburg Lv	12:00

First National Bank

OF REYNOLDSVILLE.

Capital, \$50,000.
Surplus, \$7,000.

C. Mitchell, President,
Scott McClelland, Vice Pres.,
John H. Kaucher, Cashier.

Directors:
C. Mitchell, Scott McClelland, J. C. King,
John Corbett, G. E. Brown,
G. W. Fuller, J. H. Kaucher.

Does a general banking business and solicits the accounts of merchants, professional men, farmers, mechanics, miners, lumbermen and others, promising the most careful attention to the business of all persons.

Safe Deposit Boxes for rent.
First National Bank building, Nolan block
Fire Proof Vault.

W. H. STAMEY,
ATTORNEY-AT-LAW.

Office at Hotel McConnell, Reynoldsville, Pa.

C. MITCHELL,
ATTORNEY-AT-LAW.

Office on West Main street, opposite the Commercial Hotel, Reynoldsville, Pa.

Z. GORDON,
ATTORNEY-AT-LAW.

Brookville, Jefferson Co., Pa.
Office in room formerly occupied by Gordon & Corbett, West Main Street.

G. M. McDONALD,
ATTORNEY-AT-LAW.

Notary Public, real estate agent, Patents secured, collections made promptly. Office in Nolan block, Reynoldsville, Pa.

SMITH M. MCCREIGHT,
ATTORNEY-AT-LAW.

Notary Public and Real Estate Agent. Collections will receive prompt attention. Office in Froehlich & Henry block, near postoffice, Reynoldsville, Pa.

E. NEFF,
JUSTICE OF THE PEACE

And Real Estate Agent, Reynoldsville, Pa.

DR. B. E. HOOVER,
REYNOLDSVILLE, P. A.

Resident dentist. In the Froehlich & Henry block, near the postoffice, Main street. Gentleness in operating.

DR. R. DEVERE KING,
DENTIST.

Office over Reynoldsville Hardware Co. store, Main street, Reynoldsville, Pa.

DR. L. L. MEANS,
DENTIST.

Office in the J. Van Reed building, near corner of Main and Fifth streets.

HOTEL MCCONNELL,
REYNOLDSVILLE, P. A.

FRANK J. BLACK, Proprietor.

The leading hotel of the town. Headquarters for commercial men. Steam heat, free bus, bath rooms and closets on every floor, sample rooms, billiard room, telephone connections, etc.

HOTEL BELNAP,
REYNOLDSVILLE, P. A.

FRANK DITZ, Proprietor.

First class in every particular. Located in the very centre of the business part of town. Free bus to and from trains and commodious sample rooms for commercial travelers.

J. H. HUGHES,
UNDERTAKING AND EMBALMING.

A full line of supplies constantly on hand. Office and warehouse near M. E. church, Fifth street.

ALLEGHENY VALLEY RAILWAY COMPANY, in effect Sunday, July 2, 1899, Low Grade Division.

EASTWARD.	
STATIONS.	No. 1 No. 5 (No. 9, No. 7, A. M. P. M. A. M. P. M.)
Pittsburg	9 00 1 30
Red Bank	11 07 3 50
Lawsanham	11 17 4 01
New Bethlehem	11 43 4 30
Oak Ridge	11 52 4 37
Marysville	11 58 4 45
Summersville	12 15 5 00
Brookville	12 31 5 16 6 18 6 02
Bell	12 47 5 32 6 27
Faller	1 01 5 50 6 45
Reynoldsville	1 01 5 50 6 45 9 28
Panconist	1 09 6 50 7 53
Granville	1 21 6 10 7 03 9 40
DuBois	1 33 6 20 7 10 9 45
Sabula	1 47 6 32 7 20
Winterburn	1 57 6 42 7 30
Brookville	1 58 6 40 7 15
Tyler	2 11 6 57 7 50
Bennettsville	2 25 7 11 8 17
Driftwood	2 39 7 25 8 15
	P. M. P. M. A. M. P. M.

Train 43 (Sunday) leaves Pittsburg 5:15 p. m., Red Bank 7:45 due at Brookville 9:06, Reynoldsville 9:27, DuBois 9:55 p. m.

Train 41 (Sunday) leaves Pittsburg 9:00 a. m., Red Bank 11:02 due at Brookville 12:27, Reynoldsville 1:00, DuBois 1:30 p. m.

WESTWARD.	
STATIONS.	No. 2 No. 6 (No. 10, No. 8, A. M. P. M. A. M. P. M.)
Driftwood	11 30 6 50 5 50
Granville	11 55 7 15 6 19
Bennettsville	12 09 7 25 6 29
Tyler	12 29 7 50 6 57
Pennfield	12 57 7 59 7 05
Brookville	1 01 8 03 7 15
Sabula	1 22 8 14 7 30
DuBois	1 03 8 20 7 45 10 40
Falls Creek	1 15 8 33 7 53 10 25
Panconist	1 28 8 48 8 10 10 25
Reynoldsville	1 38 8 48 8 10 10 25
Faller	1 50 9 04 8 27 10 41
Bell	1 55 9 15 8 39 10 52
Brookville	1 58 9 23 8 45 11 00
Summersville	2 09 9 38 9 06
Marysville	2 20 9 53 9 25
Oak Ridge	2 31 10 04 9 31
New Bethlehem	2 40 10 10 9 39
Lawsanham	2 49 10 18 10 10
Red Bank	2 59 10 30 10 25
Pittsburg	3 09 1 00 7 30
	P. M. P. M. A. M. P. M.

Train 42 (Sunday) leaves DuBois, 6:40 a. m. due at Reynoldsville 8:26, Brookville 7:36, Red Bank 8:56, Pittsburg 11:15 a. m.

Train 44 (Sunday) leaves DuBois 4:30 p. m. due at Reynoldsville 6:40, Brookville 5:11, Red Bank 6:35, Pittsburg 8:55 p. m.

CHAS. H. PRICE, Actg. Genl. Supt.
JAS. P. ANDERSON, Genl. Pass. Agt.

A Case of Confused Telepathy.

A very remarkable occurrence has been brought to my notice. Early last week a well known lady, who shall be called Jones, dreamed a ridiculous dream, as inconsequential as most dreams are.

Mrs. Jones dreamed that a dog of hers had died and that she received an official communication ordering her either to cremate the remains or to her self skin the animal and throw the body into the river. Mrs. Jones chose the latter alternative, but having half skinned the body and becoming tired threw it as it was into the water. The dog disappeared for an instant and then reappeared on the surface alive, and swimming across to the opposite bank trotted off, evidently in great suffering. There ends the dream.

The next morning the postman brought several letters. The first one was addressed to Lewis Jones, Esq.—there being no such person—and ran as follows: "Sir, your dog crossed the river last night on my property, but being very severely injured it was found necessary to kill it. Should you wish to have the collar, which bears your name and address, I shall be happy to send it to you."

No dog belonging to Mrs. Jones had died nor had she lost one.—London Truth.

Famous Old Gamblers.

In the latest history of gambling in England, just published, there are some astonishing revelations as to the amount of money won and lost by men and women whose names are as familiar as household words early in the present century. There are records of £200,000 having been lost at a sitting, and the loss of £50,000 appears to have been a very common occurrence.

A gambling story is told of Charles James Fox that rather reflects on his honor. He was one of the ardent admirers of Mrs. Crewe, a noted beauty of her day, and it is related that a gentleman lost a considerable sum to this lady at play, and, being obliged to leave town suddenly, gave Mr. Fox the money to pay her, begging him to apologize to her for his not having paid the debt of honor in person. Fox lost every shilling of it before morning. Mrs. Crewe often met the supposed debtor afterward, and surprised that he never noticed the circumstances, at length delicately hinted the matter to him.

"Bless me!" said he. "I paid the money to Mr. Fox three months ago."

"Oh, did you, sir?" said Mrs. Crewe good naturedly. "Then, probably, he paid me, and I forgot it."—Boston Herald.

Two Students and a Thief.

Some months ago two hungry university students in the south of Russia, coming home to their one bare room after a hard day's work for their living, caught a thief running off with their books. "Are you the fellow that stole other books of ours yesterday?" they asked.

"I am, little fathers, but hunger and want drove me to it. I am starving."

"So are we, brother, or next door to it, and you ought not to have hit upon us as your victims."

"Well, your door is more easily opened; that's how it is," was the answer.

"We want those books for our examinations, brother; so you must get them back for us. But as you are cold and hungry now come in and join us in our supper. It is not much, but such as it is you are welcome. Here are 20 copecks for the beer. Run and fetch it."

And the three ate and drank together, for hospitality is a religion and charity its foundation.—London Telegraph.

An Incredible Jury.

In a criminal prosecution recently tried in York, Neb., the jury, after a brief deliberation, returned the following remarkable verdict: "We, the jury in the above named case, do not believe one word that the witnesses have sworn to; neither do we believe that any of the attorneys have spoken the truth, nor that either of them could do so even if he should care to take the trouble to try." The humor in remarks casting doubt upon the veracity of the legal profession has lost the freshness of early youth, and a good, stiff penalty for contempt in cases of this kind would probably redound to the benefit of mankind in general.—Law Notes.

Absolute Indifference.

A woman who has been a victim of indigestion and is kept to dyspeptics' diet most of the time was recently invited to a dinner, which she was anxious to attend.

She went to her telephone and, trusting to a somewhat unreliable memory, she asked to be connected by the ever obliging "central" with telephone 2394. When the connection had been made, she began her plaintive query, without any prefatory, "Is that you, doctor?"

"I want very much to go to a little dinner tomorrow night," she began rapidly, "and do you think it would hurt me if I ate just a taste of soup, and perhaps a little fish or the least trifle of game and a bit of salad or ice? I really think my stomach!"

Here she was interrupted by a voice from the other end of the wire.

"Madam," it said coldly, "eat whatever you please. This is the Meteor Rubber company."—Youth's Companion.

One Sat Still.

When Captain Cook's ship, the Endeavour, lay in Mercury bay, New Zealand, in 1770, a brown boy of 8, who afterward became a chief and lived to a great age, went aboard of her. His name was Taniwha.

It was easy enough for the brown boys to pick out Kapene Kuku (Captain Cook) among the men on board, Taniwha said; he was the leader of the "Goblins," a very great man. He walked the ship grave and dignified. He held up a nail, a priceless treasure, and, when Taniwha laughed, gave it to him. Then the boys knew that he was good as well as great. They were shocked that a grown up Maori stole a piece of calico.

"They paddled away," Taniwha continued. "The Goblin went down into the hold of the ship, but soon came up with a walking stick in his hand and pointed it at the canoe. Thunder pealed and lightning flashed, but those in the canoe paddled on.

"Then they landed. Eight rose to leave the canoe, but the thief sat still with his dogskin mat and the Goblin's garment under his feet. His companions called him, but he did not answer. One of them shook him, and the thief fell back into the hold of the canoe and blood was seen on his clothing and a hole in his back."—San Francisco Examiner.

A Tart Retort.

The plaintiff was undergoing a rather sharp examination from the defendant's counsel. The case was one of damages claimed on account of severe bodily injuries by the plaintiff on a railway, due, the plaintiff claimed, to the negligence of the defendant railway company's servants. Mr. C—, the railway company's counsel, was noted for his overbearing manner in examining witnesses and endeavoring to disconcert them. This witness, however, determined not to be confused by his opponent's counsel.